

A vintage advertisement for the Triumph 2000 MK2. The image shows two cars, a blue one with its trunk open and a red one in the foreground, parked on a gravel driveway in front of a large, white and black timber-framed Tudor-style house. Several people are gathered around the cars. The background includes a large green lawn, a tall evergreen tree, and a small pond with swans. The overall scene is a classic representation of mid-20th-century British automotive lifestyle.

TRIUMPH 2000 MK2



There are only two kinds of motorist in the world. Those who have driven a Triumph 2000. And those who have not. If you are a "have not", you'll want to know what it's like to drive this elegant looking car. We'll try to tell you. If you've already driven a 2000, you'll be wondering what we could find to improve, to produce a Mk. 2 version. We'll tell you that, too. Here goes.

The Triumph 2000 Mk. 2 is a sophisticated six cylinder, two litre saloon which couples lively acceleration and precise handling with the smooth, silent comfort of a limousine. Its restrained styling looks perfectly at home in the Director's carpark. Or in the paddock at Brands. In short, a civilized car for civilized people.

The Mk. 2 is rich in new refinements. It has bigger disc brake pads and a bigger servo, wider track and wheel rims, distinctive wheel trim, a completely new fascia, adjustable steering column with lock, a dipping mirror, re-designed seats, an alternator, more luggage space. What hasn't changed is the basic concept. It's still the only British 2 litre car with six cylinders and a choice of manual or automatic gear selection.

So much for the precis. Now let's examine Triumph 2000 motoring. Let's find out why you can emerge from tight corners with a slightly superior smile. Why you can actually enjoy your daily commuting journey—and arrive with a maddening air of chauffeur-driven serenity. There must be reasons. Perhaps we'll find them in the next few pages . . .





One look inside explains a lot. Here is unashamed luxury—a pressing invitation for up to five people to travel in blissful comfort. Up front, those softly sculptured armchairs are King and Queen size. They recline fully and you can choose between 'breathing' expanded vinyl upholstery and a sensational new brushed nylon fabric. Creature-comforts abound. Beneath your feet is deep-pile carpeting. The mellow,

walnut veneer facia is framed by elegantly contoured safety padding. A 'full-flow' personalised heating and ventilating system lets you choose your own climate. (On those bitterly cold winter mornings, you can just close the windows and tune in to summer). The heated rear window also takes condensation and frost in its stride to eliminate those nasty winter morning blind spots.

Slip into the driving seat. Feels good—feels "right". Before you, the handsome padded-centre steering wheel gleams with innovations. Its energy-absorbing column is adjustable for rake, to suit your build and driving technique. There are levers either side, for fingertip control of the 2-speed wipers, electric washers, indicators, dipswitch, horn and headlamp flasher. The rotary light switch is just where your right hand would expect to find it.

On the road, the Mk. 2's instrument and control layouts really make sense. Everything falls naturally to hand or eye. And how incredibly smoothly the driving controls work. Perhaps not so incredible—smoothness is the hallmark of the Triumph 2000. Fully automatic, manual, or manual with overdrive, this is a car that makes driving a relaxation. Even when you're in a hurry.





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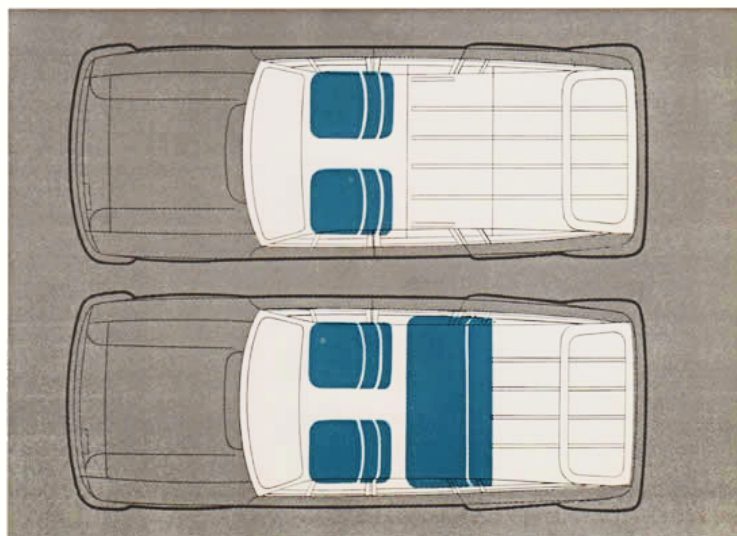
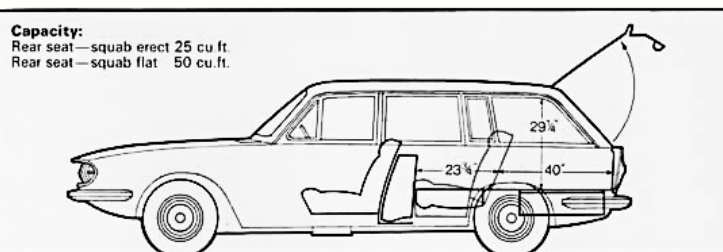


For the busy executive with a load on his mind, the Triumph 2000 Estate Car is a brilliant example of British compromise. It has all the sleek elegance and superb comfort of the Mk. 2 saloon, plus a remarkable capacity for big business and luggage-laden families. With the rear seat up, it's a full five-seater car with a simply enormous boot.

With the seat folded down—a quick, simple job—transformation! You now have a loading compartment well over five feet long, a yard and a half wide and thirty inches high. The floor is richly carpeted and has smart aluminium runners, with luggage-protecting rubber inserts. Trunks, hampers, prams, samples, business or hobby gear—there's space to swallow them all.

The spare wheel and tools live beneath a flush-fitting trapdoor—out of sight, out of the way. For all its practicality, the Mk. 2 Estate Car loses nothing in smooth performance. It's just as powerful, just as long-legged as the saloon. Indeed, when you're driving, the only difference you'll notice is the vast rear-window vision. Splendid for reversing and for keeping an eye on following traffic.

It's been said that, once you've owned an estate car, you'll never go back to a saloon. That's certainly true of the Triumph 2000. More and more motorists are opting for the extra room, the extra convenience, knowing they are losing nothing in prestige or quality. Perhaps this is your year to do a space spectacular?



TRIUMPH 2000 Mk. 2 SALOON AND ESTATE CAR SPECIFICATION

Description Four door, six light, four/five seater saloon. Rust proofed steel panelled body of unitary construction with separate steel rear sub-frame. Forward hinged bonnet and doors. Zebra-zone toughened safety glass windscreen. Winding side windows, pivoting anti-draught vents in front doors, fixed quarter lights and back light are of toughened safety glass. The backlight incorporates a heating element.



General Equipment Interior—Dipping rear view mirror with break-away support. Padded adjustable sun-visors with vanity mirror in passenger side. Non-glare walnut veneer fascia panel and glove compartment lid. Padded surround to fascia and parcel shelf. Wood cappings to door quarter casings. Recessed remote control door release handles. Locking buttons in quarter cappings. Padded armrest/doorpull on each door. Grab handles above passenger doors. Interior roof lamp with directional lens and integral switch with courtesy switches on door posts. Coat hooks above rear doors. Electric clock in fascia, cigar lighter and ashtray in heater console and ashtrays in rear door panels.

Upholstery Superior quality expanded vinyl leather cloth trim with perforated seat facings or corded 'Bri-Nylon' seat facings. Flock spray trim on lower door panels. Moulded pile carpets throughout with rubber heel mats for driver and front seat passenger.



Seating Separate fully reclining front seats adjustable for rake and fore and aft with occupants seated. Divan type rear seat with centre folding arm rest. Inertia type lap and diagonal safety belt harness for front seat occupants. Anchor points for safety belt harness for rear seat occupants.

Heating and Ventilation A powerful heater/demister unit provides fresh air of required temperature to the interior of the car and to the windscreen for demisting and defrosting. Thru' flow ventilation via interior ducts at base of back light assists rear window demisting. The unit controls permit independent selection of air temperatures and distribution and control the supply of

Exterior—Chrome-plated wrap-around front and rear bumpers. Chrome plated door handles with push button release catches. Forward hinged bonnet. Electrically operated twin two-speed self-parking windscreen wipers and electrically operated windscreen washers. Twin windtone horns. Polished aluminium tread strips to door sills. Stainless steel body mouldings and drip channels. Spare wheel and tyre, tool roll, wheel brace and jack housed beneath the false floor in the rear luggage compartment.

Instruments and Warning Lamps—The instruments are contained in three dials set in the fascia panel in front of driver's position and consist of:—

A speedometer calibrated in M.P.H.—Km.P.H. containing total and trip odometers. A second dial containing water temperature gauge, battery condition indicator and fuel gauge. A composite dial containing separate warning lamps for ignition, low oil pressure, low fuel, choke, headlights main beam, direction indicators and hand brake.

Controls—Controls are designed, grouped and identified for ease of operation. A rotary master switch on R/H side of steering



unheated fresh air through multi-directional louvers in the centre of the fascia panel. Air-flow can be increased by a 2-speed booster fan which is also used to boost the flow of unheated fresh air through variable direction ducts located each end of the fascia panel.

Dimensions

Length	15' 2 1/8"	4628 mm.
Width	5' 5"	1650 mm.
Height unladen	4' 8"	1420 mm.
Wheelbase	8' 10"	2690 mm.



nacelle controls side and tail lamps, instrument and number plate illumination, head lamps and fog lamps when fitted. A park position on the switch operates front and rear offside parking lamps only.

A rheostat in the fascia panel controls intensity of instrument illumination.

A combined switch for accessories, ignition, starter motor control and steering column lock on L/H side of steering column nacelle is operated by the ignition key. The steering is locked when the key is removed from the combined switch. Two finger tip levers on nacelle; L/H lever controls twin two-speed

electric windscreen wipers and electric windscreen washers and incorporates an intermittent wipe position. R/H lever controls self-cancelling direction indicators, head lamps flasher, dip switch and horn. Choke control knob and two-speed heater booster motor switch are mounted on the heater console. A switch incorporating a warning lamp mounted on the gearbox console controls the back light heating element.



Track—front	4' 4 1/2"	1332 mm.
—rear	4' 4 7/8"	1342 mm.
Turning circle	34'	10.4 m.

Seating dimensions (seats empty)

Front seat width	22 1/2"	572 mm.
Front head room	34"	864 mm.
Steering wheel clearance from seat cushion	5 1/2-9 1/4"	140-235 mm.
Front squab to clutch pedal	33"-40"	838 mm.-1020 mm.
Rear seat effective width	49"	1245 mm.
Rear head room	33 1/2"	850 mm.
Rear squab seat to back of front seat	26-33"	658-838 mm.
Maximum interior height	46"	1170 mm.
Maximum interior width	55 1/2"	1410 mm.

Weight (Saloon)

Complete (inc. fuel, oil, tools and water)	23 1/2 cwt.	1185 kg.
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Weight (Estate)

Complete (inc. fuel, oil, tools and water)	24 1/2 cwt.	1245 kg.
Max. gross vehicle weight		
—Saloon	32 1/2 cwt.	1640 kg.
—Estate Car	34 cwt.	1730 kg.

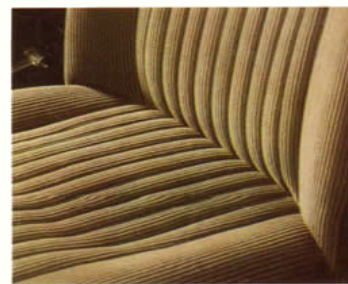


Capacities

Fuel tank (Saloon)	14 galls.	63.6 litres
Fuel tank (Estate)	12 3/4 galls.	58.0 litres
Engine sump	8 pints	4.55 litres
Gearbox	2 1/2 pints	1.42 litres
With Overdrive	3.6 pints	2.00 litres
Rear axle	2 pints	1.15 litres
Cooling system (incl. heater)	13 1/2 pints	7.66 litres

Tyres—175SR 13 Radial Ply.

Luggage boot (Saloon) cap. 15 cu. ft. (43 cu. m.).



Engine

No. of cylinders	.. 6	
Capacity	.. 1998 c.c.	122 in ³
Bore of cylinders	.. 74.7 mm.	2.94"
Stroke of crank	.. 76 mm.	2.992"
Compression ratio	.. 8-8:1	
Max. power	.. 84 b.h.p. at	
	5000 r.p.m.	
Max. torque	.. 1200 lb./ins. at	
	3000 r.p.m.	

(Equivalent to 124 lbs/sq.ins. b.m.e.p.)

Transmission

Clutch—Diaphragm 8½" dia.
Gearbox—Four speeds forward and one reverse. Synchromesh on all forward gears.
Remote control gear lever centrally mounted.

Saloon performance

Acceleration	Speed range	Time (sec.)
Top	.. 40-60 m.p.h.	11.0
Through gears	.. 0-60 m.p.h.	14.6
Maximum speed	96 m.p.h. depending on conditions.	
Road speed at 1000 r.p.m. in top gear—	17 m.p.h.	

Estate Car performance

Acceleration	Speed range	Time (sec.)
Top	.. 40-60 m.p.h.	11.5
Through gears	.. 0-60 m.p.h.	15.1
Maximum speed	93 m.p.h. depending on conditions.	
Road speed at 1000 r.p.m. in top gear—	17 m.p.h.	

Suspension

Front—Independent suspension with coil springs and strut type telescopic hydraulic damper units.

Rear—Semi-trailing arm independent suspension with coil springs controlled by telescopic direct-acting hydraulic dampers. Mounted on steel subframe with rubber bushed pivots.

Brakes—9½" caliper disc brakes on front wheels. Drum brakes 9" dia. by 1½" wide, leading and trailing shoes on rear wheels. Direct acting servo.

Front swept area	.. 200 sq. in.
Rear swept area	.. 99 sq. in.
Total swept area	.. 299 sq. in.

Steering—Rack and pinion. Two-spoke steering wheel 16" diameter. Four turns lock to lock.

Optional items at extra cost

Sundym Safety Glass

Sundym Safety Glass has the very attractive properties of reducing glare and solar radiation. This means that on those blistering summer days a car fitted with this option keeps its cool longer.

Power steering

More power to your elbow, this invaluable



option not only gives feather light parking and slow speed manoeuvring but maintains a certain amount of 'feel' in the road.

Laycock J type overdrive

On top two gears, electrically operated by slide switch in gear lever knob.

Overdrive ratio 0.797:1.

Effective Gearing

Engine speeds at road speed of:

10 m.p.h. .. 477 663 r.p.m.

10 km.p.h. .. 298 414 r.p.m.

Road speed at 1,000 r.p.m. in O/D top gear
21 m.p.h.—34 km.p.h.



Borg Warner Automatic Transmission

Type 35 P.R.N.D.2.1. system (fitted only in conjunction with a 3.7:1 ratio rear axle).

Converter ratio 1.0:1 to 2.1:1.

Gearbox conversion

	Top	2nd
1st	1.0-2.1	1.45-2.90
Reverse		
2nd	2.39-4.78	2.09-4.18

Overall ratios:

	Top	2nd
1st	3.7-7.77	5.37-10.73
Reverse		
2nd	8.84-17.69	7.73-15.47

Road speed at 1,000 r.p.m. in top gear—
8.8-18.5 m.p.h.—14.5-30 km.p.h.

Maximum performance is achieved by use of the kick-down mechanism.

Manual selection of 1st, 2nd and 3rd gears can be achieved by using the control lever to engage '1', '2' and 'D' positions in sequence.

NOTE: When towing with Borg Warner automatic transmission it is essential that the **Oil Cooler Kit** is fitted.

Triumph service all over the World

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COVENTRY ENGLAND

Printed in England by
H.A. Smith & Son Ltd.

T923/7 73/ENG

